

DIED, AS HE LIVED, FOR THE GLORY OF THE FLAG HE LOVED

**Lieut. Caswell Saufley Fell
To His Death In Aero-
plane at Pensacola**

TRYING FOR NEW RECORD

**FOR CONTINUED FLIGHT WHEN
PART OF MACHINE PROVED
DEFECTIVE—BURIED
HERE MONDAY.**

Eleven years ago a Stanford mother gave her youngest son to the service of his country.

Friday, June 9, he gave it his life. And yesterday the bruised and broken remains of what less than a week before had been as stalwart, as noble, and as brave a Kentuckian as ever the old state has sent forth in all her history, were brought back to his childhood's home here in Stanford; returned by his country to the mother who had given him, and 'mid broken hearts and with tender hands were laid to final rest on the green hillside of Buffalo Springs cemetery, beside his illustrious sire and others of his blood.

Shattered though the mortal frame had been, of what was so splendid a young man, no accident of fate, as caused his sudden taking, can ever tarnish the brilliant record he has made during the all too brief period of service to his country. The grief of his mother—and whose can be greater?—and the sorrow of his wife and other loved ones, seems overwhelming in this hour of great affliction, and such that God in His infinite mercy only can assuage.

But there are rifts in every lowering cloud, and through the gloom and through the shadows of their sorrow, will ever gleam the ray of God's sunlight, proclaiming the sacred honor of having borne such a son, having loved such a husband, or having known such a friend, and illuminating, so that all the world may see, his deathless deeds of heroism, of courage, of self-sacrifice, of honor and devotion to the cause of the flag he loved and for which he lived and died.

Stanford, Lincoln county, Kentucky, aye, the nation, are losers in the death of Lieutenant Richard Caswell Saufley which occurred last Friday afternoon about 1 o'clock, when the aeroplane in which he was flying, fell to the earth, near Pensacola, Fla. The news received here late that afternoon was received with expressions of deepest sorrow all over the city and county, and all over the state. His friends and loved ones here were inexpressibly shocked, while the blow to his aged mother, who was visiting her daughter, Mrs. S. M. Logan, at Midway, was almost unbearable. He was her youngest son; the baby of her heart and home; and today her gray hairs are bowed down in anguish before the affliction which has been visited upon her. A world of loved ones are praying that her Heavenly Father will grant her strength to bear this, the latest of a series of bereavements which have been visited upon her and hers within a period of a few short years.

No Way to Learn the Cause.

The exact cause of the fearful accident which caused the death of Lieut. Saufley will probably never be known. It has been the history of aviation, of flying in heavier-than-air machines that, except in accidents where the pilot is not immediately killed, or where a full and complete observation can be made from watchers below, it is impossible to ascertain what was the defect in the machine that caused it to fall. The Associated Press dispatches from Pensacola, Florida, where is located the United States Aviation Station, of which Lieut. Saufley was Instructor and Chief Aviator, told the following story of his death:

"Pensacola, Fla., June 10.—Declaring when he left the hangar at the Pensacola aeronautic station at 4 o'clock Friday morning that he was going to outdo his previous record of eight hours of continuous flight in a Curtiss hydroplane, Lieut. Richard Caswell Saufley kept soaring in continuous flight until shortly after 1 o'clock Friday afternoon when his machine, while brother aviators were looking at his daring and record-

breaking flight, suddenly tipped and began to fall from a height of possibly 800 feet. Downward to Santa Rosa Island the falling machine and aviator plunged; but when about fifty to sixty feet from the earth Saufley appeared to gain control of the machine, for it righted itself just for a second, then appeared to tumble over because of something giving way. The machine and aviator fell with a crash. Saufley was dying when aid reached him. Both legs were broken, his arm and chest were crushed in and his body fearfully bruised. Just what caused the machine to take a tumble will never be known. It was a practically new airship and had plenty of testing before the ascent. A board was named to investigate the cause of the accident. This consists of Lieuts. Whiting, Bellinger and Spencer, each of the maviators, and witnesses to the fall of Saufley's machine."

The Pensacola Journal Saturday morning, June 10, told the following story of the fatal accident:

"Seeking to break his own world record for sustained hydro-aeroplane flight, made only last Tuesday, Lieutenant Richard C. Saufley took the air yesterday morning at half past four and soared over Santa Rosa Sound and Island.

The air he had found on his previous flight, was exceptionally still and smooth there.

The day was ideal for flights, and all was going well. To the watchers on earth, it was merely a matter of routine. Saufley, one of the world's masters of aeronautics, had said he was going to break his record of eight hours and five minutes sustained flight, and was simply a matter of letting the clock go round. The regular drone of the engine told he was not having the engine trouble that drove him back to earth the last time.

Suddenly the machine took a plunge. Saufley was soaring at a height of five hundred feet at the time; the watchers knew there was no reason for this maneuver. In the flash of a second the flight became incredibly—but a sigh of relief went up as the plane straightened out on an even keel again.

Then suddenly—it dropped headlong, spinning, and crumpled to trash on Santa Rosa Island, opposite the station.

Two physicians were rushed to the spot in aeroplanes, and found Saufley buried beneath the wreckage. Death had been instantaneous.

If Saufley beat his former record it was by a few seconds, as he fell at about one o'clock.

The Cause.

An investigating committee, consisting of Lieutenant Kenneth Whiting and Junior Lieutenants P. N. Bellinger and Earl W. Spencer, was immediately appointed to ascertain if possible, the cause of the disaster. Their findings are not made public, but are for the navy department alone.

The machine was of a modern type, had been prepared especially for the endurance flight, and was in good condition. Judging from the way the machine behaved, a broken tail was the cause of the accident.

The second and fatal drop was from a distance of probably fifty feet. Had the machine been over the water, Saufley's life might have been saved.

Government Appreciated His Work.

That his remarkable work and success in the newest branch of the nation's military service was amply understood and appreciated by the government at Washington, is fully indicated by a special dispatch from Washington, which said:

"Washington, June 10.—The aeroplane service of the United States Navy sustained a great loss Friday when one of its most experienced aviators, Lieut. Richard Caswell Saufley, of Stanford, Ky., holder of several world's records, was killed in a flight at the naval flying station at Pensacola, Fla. A dispatch to the Navy Department stated that aeroplane A.H.9, in which he was flying, fell with the aviator and that the accident was due to the machine in some way having damaged tails. Flying for Lieut. Saufley amounted almost to a positive genius, according to naval officers who knew

him. He had been stationed at Pensacola all winter, engaged in experimental and research work and training younger aviators for the navy. Last December in the aeroplane A.H.8, with another officer as an observer, he made a sixty-mile scouting trip over the Gulf of Mexico from Pensacola, in the first of a series of naval scouting experiments. In the same month he broke a second altitude record at Pensacola, when flying alone, he achieved an altitude of 12,135 feet. On a previous flight, with a passenger, he made an altitude of 8,340 feet. These were both world's records for hydro-aeroplanes and were made in Curtiss hydro-aeroplanes. Last March he attained an altitude of 16,072 feet in a similar machine. Saufley during the winter also made a series of successful flights from the deck of a warship in an aeroplane that was launched from a catapult."

Judge Saufley's Youngest Son.

Caswell Saufley, as he was known and called by everyone here at "home," was the youngest child of the late Judge M. C. Saufley, who died in 1910, while just entering upon his third term as Circuit Judge of this district. His mother, Mrs. Sallie Rowan Saufley survives, as well as the following brothers and sisters: Deputy Internal Revenue Collector H. Rowan Saufley, and Mrs. George L. Penny, of this city, Mrs. T. S. Webb, of Knoxville, Tenn., Mrs. Sanford M. Logan, of Midway, and James M. Saufley, of Sunbright, Tenn. He is also survived by his wife, who is a daughter of Judge and Mrs. E. C. O'Rear, of Frankfort, and to whom he was married in April, 1911.

Saufley was born in Stanford, September 1, 1885. After attending the old school "on the hill" here, he entered Centre College at Danville, and early in his college days gave evidence of those studious and brilliant traits of mind, which distinguished his every endeavor afterward. He was prominent in athletics in college; popular with his fellow students; as proud as Lucifer, yet as gentle as a woman and as game as a pebble always. He belonged to the Sigma Chi fraternity.

In college he soon showed marked oratorical ability, and gained the rare distinction of winning the honor, while only a Sophomore, of representing his school in the intercollegiate oratorical contest; he also won the Sophomore Watch awarded for scholarship in Latin.

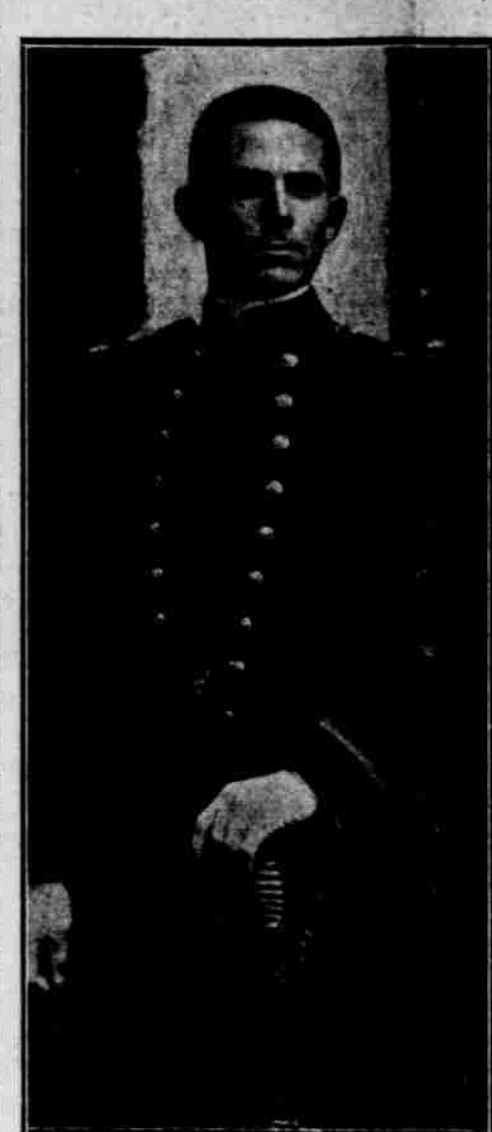
In his Junior year, the late Congressman George G. Gilbert offered him an appointment as Midshipman at the United States Naval Academy at Annapolis, which he accepted and left college to begin his studies in the greatest naval training school in the world, from which he graduated four years later. He attained high grade in all of the studies which the government requires as requisite for its young officers, but seemed especially gifted in languages and in the mastery of international law, leading his class in the latter study and taking second rank in French, to a native born Frenchman, and these in a class of 308 students.

His proficiency in French caused him to be the recipient of an unusual and distinguished honor, while yet one of the youngest Ensigns in the naval service, and just fresh from school. The Atlantic fleet, of which the battleship Kansas to which he was attached was one, cruising off the European coast stopped at Brest, France, and the citizens of that city entertained the officers and men of the warship with an elaborate banquet. The Mayor of Brest delivered an ornate address of welcome to his American guests, and young Saufley, only 24 years of age, was selected to respond on behalf of the fleet, which he did, in French, to the delight and intense and enthusiastic appreciation of their hosts and the many Americans present.

Sought Aviation Duty.

After service on the battleship Kansas, he was transferred to the command of a torpedo boat destroyer, where he rendered very efficient service, and after that went on board the battleship North Carolina, which later was converted into the official carrier and experimental ship of the aviation department of the navy. When the formal Aviation Corps of the navy was organized, there were several hundred officers of the navy volunteered for this most dangerous branch of the service. Only three were to be chosen at first and these three, because of superior records they had made as students of naval affairs, engineering, and general efficiency. Out of the many who sought these assignments, Caswell Saufley was one of the three selected, and at once he

DIED IN HIS COUNTRY'S CAUSE



Lieut. Richard Caswell Saufley.

justified in every way the confidence which the department heads had vested in him. He devoted all of the wonderful energy and talent of his trained mind, and indomitable courage, to mastery of the new science of flying, and became very proficient and expert, yet very cautious. All with whom he ever conversed of the work of his profession were impressed with the manifest enthusiasm he felt for his work, and yet with his realization of its extreme hazards, and of the need for constant vigilance and caution. When here on a short furlough during the Christmas holidays, only a few months ago, he told the writer—his cousin—that ninety per cent of the accidents to aeroplanes and aviators were caused by recklessness on the part of the pilot, ambitious to perform some daredevil deed, or taking foolish and needless chances; and that if ever he was the victim of such, it would be from fault of the machine he was flying and not through the taking of any such chances on his part. The dispatches from Pensacola, bear out the statement that he was considered most cautious and most reliable, and his death was undoubtedly caused by the fault of the machine and none of his own.

Made Record in Mexico.

When Uncle Sam first took a hand actively in Mexican affairs and Vera Cruz was occupied by American soldiers in 1914, the flying machines were sent down into that troubled land, and Lieut. Saufley with them. There he gained quick distinction by being the first American aviator to fly over hostile camps, and the first to draw a map of foreign territory from the air, high up in a flying machine. He was fired upon a number of times by the Mexicans, but was not deterred from his duty and steering and controlling his machine with his right hand, with his left hand, he mapped the territory and shifted his sheets with his teeth. The first moving pictures of Uncle Sam's aeroplanes were taken there, and friends of Saufley over the country, here and elsewhere, saw him in action on the screens.

Promoted to Instructor.

Returning to Pensacola, Florida, where the permanent aviation base was soon afterward established, Lieut. Saufley was placed in charge of its instruction department, and in this work he was engaged at the time of his death. Dispatches quoted above tell of the records he had made and the great work he had done. He stood at the head of his profession. He wrote several works relating to it which were adopted as standards of the service by the navy department. Further honors, higher rank and greater recognition were all before him; his ambition was limitless; he thought big thoughts; he planned deeds of high enterprise, and saw before the branch of the service with which he was identified, the all important part it is to play in the military affairs of this country just as the aeroplane service has done with the nations of Europe.

But he was the true soldier and realized the hazards of his life and work and was ready and unafraid to die when the call came—as so soon and suddenly it did. How the heart chords tighten and quiver and ache when one thinks of the great and losing fight which this splendid young man fought up there in the

air of a beautiful summer's afternoon off old Pensacola bay! Falling, falling, to his death; knowing that somewhere, somehow in the machine—which, under his skilful hand, was almost human—a vital part had given away; he strained, and labored and fought with his great brain and mighty brawn, his heart of steel, his nerve of iron; fought for his life, and lost, simply because of man's impotence and because of God's omnipotence.

Yet who will say that he has lost?

"On Fame's eternal camping ground His silent tent is spread. And Glory guards with solemn round The Bivouac of the Dead."

"Sleep on embalmed and sainted dead,

Dear as the blood ye gave, No impious footstep here shall tread The herbage of your grave."

"Nor shall thy glory be forgot While fame her record keeps, Nor honor points the hallowed spot Where Valor proudly sleeps."

HUNDREDS PAY TRIBUTE AT DEAD OFFICER'S BIER.

Wrapped in the service flag of the Battleship North Carolina upon which he first saw aviation duty, the body of Lieut. Saufley was lowered into its grave at Buffalo Springs Cemetery here Monday afternoon.

Full military honors were paid as a last tribute to the memory of the gallant young Kentuckian, at the Naval Station at Pensacola, before the widow started northward with the remains of her loved one. The officers and crew of the North Carolina, and all sailors and aviators at the post attended the service, and the guns of the warship boomed out the officer's full salute as the cortege moved from the scene of his earthly triumphs to entrain for his old Kentucky home.

Accompanied by his widow, her father, Judge E. C. O'Rear and brother, James O'Rear, the body reached Stanford on the 11:49 L. & N. train Monday morning. It was met at the depot by hundreds of friends and loved ones. It was then taken to the Presbyterian church, where it lay in state, garbed in the snow white and gold dress uniform of his rank. Probably the most magnificent display of floral tributes ever seen at a funeral in Stanford, made a frame of rare beauty about the bier, and overflowing upon the altar and chancel of the church, mutely and beautifully testified to the regard and esteem in which the young man was held by all who knew him.

Up until the hour of the service at 2:30 those who had known and loved him here in youth, and others who were admirers of his knightly courage and deeds, quietly with bowed head passed by the bier for a last view of his earthly countenance. The church was crowded to its capacity at 2:30 when the brief funeral service was held. "Some Day We'll Understand," was touchingly sung by a quartet composed of Miss Elizabeth Higgins, Mrs. J. G. Carpenter, George D. Hopper and T. D. Raney. Rev. S. M. Logan of Midway, read a passage of Scripture, Rev. P. L. Bruce, made a few appropriate remarks, and Rev. W. D. Welburn led in prayer. "God Will Take Care of You" was sung by the choir and prayer by Rev. Bruce concluded the service at the church. The pallbearers were young men who had been his boyhood schoolmates at the old school "on the hill" and were Messrs. James T. Menefee, of Knoxville, Tenn., E. D. Pennington, E. R. Coleman, W. P. Logan, R. B. Woods and J. W. Rochester. A prayer by Rev. Bruce at the grave concluded the formal ceremonies.

HENRY WATTERSON'S TRIBUTE

The Louisville Courier-Journal Sunday morning had the following as its first editorial:

A State's Bereavement.
The navy's loss in the death of Lieut. Richard Caswell Saufley, of the aeronautic service, is Kentucky's bereavement.

The aviation service claims the bravest and the ablest young men of the army and navy. They incur in times of peace greater risk of life than is encountered upon the firing line by infantrymen, cavalrymen or artillerymen in times of war. Unlike the aeronauts of the aviation field, where flying is an exhibition purely, they risk their lives as soldiers, and not as showmen. They are engaged in solving many problems of practical aviation, a branch of military and naval service which cannot be neglected by one country when other countries are developing it constantly toward higher efficiency. The loss of an experienced aviator, such as

Caswell Saufley was, means to the service the loss of a peculiarly useful officer. To Kentucky, in this case, it means more. It means the untimely death of a young Kentuckian, of an honored stock, whose mettle was that of the best blood of the South in the Sixties when the warp of chivalric ideals woven with the woof of tragedy and sorrow fashioned the fabric of history in which the soldier shone as an example of knightly courage, and war was made a real romance. His spirit was that which at an earlier period gave the dark and bloody ground in the days of Boone, in the War of '12 and in the Mexican War immortal fame. The circumstance that he did not fall in action does not make him less a patriot or a hero than soldiers and sailors who sacrifice their lives on the actual field of battle.

The accident brings grief to two families whose pride was centered in the achievements of the daring young officer. It brings a widow's weeps to a young matron hardly beyond girlhood. The burden and the blight of war which have been borne by mothers and wives since the battles burned on Trojan walls, have fallen frequently during peace since aviation has become a feature of preparedness. Kentucky has lost two sons recently in the service, Elisha Kelly, of Louisville, and now Caswell Saufley, of Stanford. In both cases the loss has been felt keenly by all the people of the State.

The risks of aviation are inevitable. Whether they are greater in the American army and navy than they should be is a question often discussed. The Courier-Journal, possessing no technical knowledge of aeroplanes, and having no intimate knowledge as to the conditions under which American aviators make experiments does not feel qualified to pass judgment, but is moved to say that so far as it has progressed army and navy aviation has taken a distressing toll of valuable lives and that Kentucky has sustained distressing losses.

Our profound sympathy and sorrow go out to the noble mother and the stricken wife.

FROM SECRETARY OF THE NAVY

Mrs. Saufley received the following telegram from Secretary of the Navy Josephus Daniels, of Washington:

"The death of your husband causes me profound grief. The Aviation Service could receive no more severe blow, for his genius in the sense of flight combined with his caution and general good judgment marked him as a real leader."

KILLED ON MOTORCYCLE

John Marshall Cloyd, who graduated from Central University, at Danville last week, met a fearful death Friday, when the motorcycle on which he was riding to his home at Campbellsville, was struck by a train near Lebanon. The young man played center field on the C. U. ball team which played Stanford High a few weeks ago. He was an especial friend of Spalding Hill, of this city, and rode with him and Misses Isabella Givens, of Shelby City section, and Henrietta Rogers in the carnival parade. At the Senior banquet he responded to the toast "O, Grave, Where is Thy Victory?" He was a son of Judge and Mrs. J. W. Cloyd, of Taylor county, and a fine young man in every way. He was struck by a passenger train at the Veatch crossing a mile east of Lebanon. He died three hours later at the hospital in Lebanon. At the point the pike is almost parallel with the railroad before it crosses and it is supposed that the noise of his motorcycle prevented him hearing the approach of the train.

Packard, one can't overstate his worth. In his line, he is certainly the best we have seen. His audience will laugh until they are on the very collapse, then they are rescued and lifted to plains of moral vision which they never want to forsake.

Respectfully,
A. J. CLERE.

I had the pleasure of hearing Judge George D. Alden lecture in Shelbyville two years ago on the "Needs of the Hour." I can truly say it was one of the finest lectures to which I have ever listened, indeed he is considered one of the most popular lecturers on the platform. Judge Alden is not only an orator but a poet and is clean and clear. He is a lawyer and is from Massachusetts and is a son of the May Flower Pilgrims and Puritans. To my mind this lecture is worth the price paid for the season ticket.

Mrs. J. G. Carpenter.

CHAUTAQUA NEXT WEEK

All Arrangements Completed By the
Woman's Club and Splendid
Program Prepared.

Chautauqua begins next week. Local arrangements, in the hands of the efficient members of the Woman's Club are almost complete, for a splendid season of entertainment. Those who are familiar with the entertainers and entertainments provided say that the program is an excellent one. Dr. Wm. L. Mahoney, a noted lecturer and speaker, will be here as Platform manager and morning hour lecturer. The complete program as arranged and sent to the Woman's Club, is as follows:

FIRST DAY—JUNE 21

Afternoon

Thirty minutes music by The Chicago Lyceum Ladies' Orchestra, and Lecture by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Evening

Grand Concert by the Chicago Ladies' Orchestra, Septimus E. Barbour, Director and Baritone Soloist. Admission—Adults 50c; Children 25c.

SECOND DAY—JUNE 22

Afternoon

Address by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Night

A Joy Night Performance by Alton Packard, Cartoonist-Musician-Entertainer. Admission—Adults 50c; Children 25c.

THIRD DAY—JUNE 23

Afternoon

Musical prelude by The Hampton Court Singers, followed by a Lecture by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Night

The Hampton Court Singers in a unique Program of Song and Drama, closing with the Irish Musical Sketch, "The Kerry Courting." Admission—Adults 50c; Children 25c.

FOURTH DAY—JUNE 24

Afternoon

Address by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Night

Lecture by Judge George D. Alden, of the Massachusetts Bar. Subject: "The Needs of the Hour." Admission—Adults 50c; Children 25c.

FIFTH DAY—JUNE 25

Afternoon—Sunday

Chautauqua Mass Meeting and Union Services. Music by Local Choir. Appropriate address by Judge Alden.

SIXTH DAY—JUNE 26

Afternoon

Thirty minutes of music by The Royal Welsh Male Quartette, and Lecture by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Night

Grand Concert by The Royal Welsh Quartette, survivors of the Gwent Welsh Singers, assisted by Arthur A. Smith, Pianist and Accompanist. Admission—Adults 50c; Children 25c.

SEVENTH DAY—JUNE 27

Afternoon

Musical prelude by The Beasey Sisters' Concert Company. Lecture by Dr. Wm. J. Mahoney. Admission—Adults 35c; Children 20c.

Night

Concert by The Beasey Sisters' Concert Company and Miss Eileen Beatty, Soprano Soloist. Admission—Adults 50c; Children 25c.

A number of voluntary testimonials have been received by the Woman's Club as to the excellence of several of the above numbers, two of which are reproduced below: Lancaster, Ky. June 5, 1916. Mrs. W. K. Warner, Stanford, Ky.

Dear Madam—I was sorry to be unable to see you yesterday with reference to your chautauqua program. I happen to know of the men who are to lecture for you; namely, Judge Alden and Mr. Packard. They are first class men and their lectures will be well worth the price of the ticket—season ticket. There is today no better lecturer on the American platform than Judge D. Alden. His lecture, called the "Needs of the Hour" is one of the very best on the market. It is humorous, entertaining, logical and instructive. As to Mr. (Continued in column on left)